

NEWS-LINE



Summer 2006

The *Waste Tire Hauler Program NEWS-LINE* is a free informational newsletter published by the California Integrated Waste Management Board (CIWMB). This newsletter provides information on the CIWMB's waste tire regulatory programs, including upcoming events.

Haulers Must Use Comprehensive Trip Log

In July 2005 the CIWMB changed the Uniform Waste Tire hauler manifest and Trip Log forms to the current Comprehensive Trip Log (CTL). Tire program staff developed the new form after receiving input from stakeholders at meetings held in northern and southern California. By now, all haulers—including retreaders—should be using the CTL instead of the previous manifest form. The Board now has regulations in place making this form a permanent part of the program.

The CTL makes it easier to comply with the law, which requires all registered haulers to report the transport of ten or more tires. “When I talk to people on the phone they have nothing but good things to say about the CTL,” says Claire Miller of the CIWMB tire program.

The information required on the new form is basically the same as in the prior form, but condensed. The biggest difference is that the hauler is responsible for filling out all of the information and mailing it back to the Board. The generator only needs to initial a receipt to show that the information is correct. “So far, this new form works for everyone involved, and that is why we have better success at getting good data from haulers,” according to Miller.

The system has changed since the CIWMB began regulating and managing waste tires in 1989 and established the Waste Tire Hauler Program in 2000. “Many in the industry

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Repeated Errors on the Comprehensive Trip Log Lead to Letters of Violations

Recently a letter was sent to all haulers informing them of errors made on their comprehensive trip logs (CTL). While the majority of CTLs are correctly completed, many still contain errors. This creates difficulties for the CIWMB in obtaining the correct data. The forms become useless, and the time and effort spent completing and mailing the form is wasted.

Common CTL errors include the following:

- The date of pickup or delivery of the waste tires is missing, or
- No boxes are checked for pickup or delivery or both boxes are checked.
- No tire load type or amount is included.

Many forms have an invalid Tire Program Identification (TPID) number or none at all. Other forms are not legible. This is easily corrected by using a pen with enough pressure to ensure that the writing appears on the mailed copy. Incomplete receipts that

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Herbert Sowe, Los Angeles Local Enforcement Agent, (LEA), inspects tires at a business site. (Photo courtesy of Herbert Sowe.)

Herbert Sowe Makes a Difference in LA County

Herbert Sowe's biggest challenge is working with people who don't want government agencies getting involved in their business. "It is not that government representatives want to meddle in their private affairs but as inspectors we need to enforce the laws that keep people from illegally dumping their waste tires," explained Sowe, a Registered Environmental Health Specialist who works as a local enforcement agent (LEA) in Los Angeles County. "The good thing is that the percentage of illegal dumping has decreased tremendously", he states. "But, sometimes when an LEA steps into a business asking to review records such as a waste tire manifest form he or she may run into someone who doesn't understand that we are trying to protect the environment we live in."

Fifteen years ago Herbert Sowe began working as an LEA inspecting landfills and transfer stations. The last four years he has worked as a waste tire inspector. Sowe's qualifications enable him to handle his current job successfully. He knows how to work with people so they comply with the environmental regulations.

In the Los Angeles area about 80 percent of the business people he sees are Mexican-American, but others come from many different backgrounds. Thankfully, Sowe has a diverse staff, Ziba Atai, Michael Edenedo, Roosevelt Davis, Christine Urback, and Hung Vo, who help him meet the challenges of communicating effectively with waste tire haulers and generators who may not speak English.

"My staff and I spend a lot of time educating people and sometimes they get mad because they don't like government agencies getting into their business," says Sowe. "Sometimes you have to be very convincing to get people to comply with the laws. But more often than not they come around when I return to inspect them because they realize that they don't need to make a lot of effort to comply with the law." Some days Sowe comes home smiling—other days are tough.

The CIWMB has made complying with the Waste Tire Manifest Program easier for participants, who now complete only one Comprehensive Trip Log form instead of the previous four. More generators are refusing to give waste tires to anyone who is not registered with the CIWMB. And many more now keep their receipts filed away in case of an inspection. In this job Sowe knows he makes a difference when he sees a clean area that was once known to be an illegal dumpsite. "It is a great feeling of accomplishment."

Workshops Held for Haulers Transporting Waste Tires Between California and Mexico

At recent workshops held in Tijuana and Mexicali, the CIWMB provided information about Waste Tire Hauler Program requirements to Mexican haulers who are doing business in California. Program staff encouraged haulers to register with CIWMB and report transported waste tires on the comprehensive trip log (CTL).

In California, all waste tire haulers—including foreign haulers who are hauling ten or more tires—must have a current year decal and registration. In addition, registered haulers must complete the CTL showing the number of waste tires delivered and/or picked up in the state. The California Highway Patrol regularly checks tire loads on California's public roads and areas bordering Mexico. Haulers who are stopped must show a current registration and decal along with the CTL documenting all tire loads transported.

Illegal dumping along the border between Mexico and the United States has led to increased enforcement action resulting in fines. Millions of dollars are spent each year to prevent waste tires from being illegally dumped and to clean up tires once they are illegally disposed.

The U.S. Environmental Protection Agency, working in cooperation with the Mexican government, recently spent about \$400,000 to remove and transport more than a million waste tires near Mexicali. Most of these tires with a few months of tread remaining were sold in California. The tires are often transported by unregistered haulers from Mexico and therefore go unreported in the U.S. Once haulers reach Mexico, no laws require haulers to report or prohibit illegal dumping.

A 2004 CIWMB report on waste tire generation, markets, and disposal estimates that about 3.1 million reusable and waste tires were exported from California in 2004. Mexico is a major recipient of the used/waste tires. Haulers purchasing tires in California and transporting them to Mexico are subject to the regulations of the California Tire Recycling Act.

Haulers from Mexico who attended the Waste Tire Hauler Program workshops raised many important questions about their ability to participate in the program. Consequently, the Board has now established a toll-free hotline number that callers in Mexico can use to get more information. A Spanish-speaking operator is available to answer questions and offer assistance. The toll-free number for calls made from Mexico to the U.S. is **001-866-389-1073**.

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complained about the previous forms so we made the necessary changes," says Keith Cambridge, supervisor of the manifest program. "Now it is a matter of enforcing the penalties when individuals become repeat offenders."

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are started—but not completed—and then mailed are automatically considered an error. Writing "void" across an unused receipt easily remedies this problem.

The CTL can be completed with minimum effort. It is an effective tool that has lessened the amount of illegal waste tire dumping in California. However, the form is only effective if it is able to supply the data needed. All of the correct information must be provided.

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